

## AIR SERVICE: RADIO RANGE AND SCS 51 EQUIPMENT

*Exchange of notes at London May 8 and July 31, 1946*  
*Entered into force July 31, 1946*

61 Stat. 4008; Treaties and Other  
International Acts Series 1766

*The American Ambassador to the Minister of Civil Aviation*

1, GROSVENOR SQUARE,  
LONDON, W. 1.,  
May 8, 1946

DEAR LORD WINSTER:

Pursuant to recent discussions, it is my understanding that representatives of the Ministry of Civil Aviation and representatives of the United States have reached agreement with regard to the transfer to the United Kingdom Government of certain air navigational and operational facilities and continued operation and maintenance of these facilities by the United Kingdom Government. The United States trans-Atlantic airlines will be materially assisted by the continued operation of these facilities. The air navigational and operational aids involved are among those which were installed or provided for use in the United Kingdom by the United States Armed Forces during the war, and have become or are about to become surplus to the needs of the United States Armed Forces. The understanding which has been reached and which I desire to confirm by this letter is as follows:

1. The transfer would apply to the following installations:

(a) The radio ranges and all facilities now owned by the United States which are necessary to their operation located at Prestwick, Valley, St. Mawgan, Northolt, and Stornaway, and a range and necessary facilities to be moved by the United States to Heathrow. It is the intention of the United States, prior to transfer, to convert the radio range operated at Stornaway to a beacon, and to move the radio range now located at Bovingdon, or such other range as the United States may determine, to Heathrow.

(b) Four complete SCS 51 installations now owned by the United States and located at Prestwick, Valley, St. Mawgan, and one additional such

installation which it is the intention of the United States to move to Heathrow.

2. The United States will declare the above described installations surplus to the needs of the United States Armed Forces and will transfer them to the possession of the United Kingdom Government on or before May 31, 1946, or as soon thereafter as they may be placed by the United States in operable condition. Transfer of the installations will take place under the terms of the "Agreement Relating to United States Army and Navy Surplus Installations in the United Kingdom", accepted by the governments of the United States and of the United Kingdom in Washington on March 26, [27] 1946,<sup>1</sup> and pursuant to the procedures agreed to by the respective governments for the execution of that Agreement.

3. The United States will supply, at time of transfer of possession of installations or at such other times as may be convenient, maintenance parts and expendable supplies scheduled on United States Army provisioning scales sufficient for operation of the above described installations for a period of one year from May 31, 1946, together with standard operation and maintenance manuals or instructions for such installations. Such maintenance parts, supplies and manuals will be transferred under the terms of the agreement relating to United States Army and Navy surplus property referred to in paragraph 2 above, and in accordance with procedures established thereunder.

The United States will, prior to May 31, 1946, within limits of personnel available to the United States Armed Forces, render such assistance, instructions and advice as the Ministry of Civil Aviation may require for familiarization of its personnel in the operation and maintenance of the installations.

4. The United Kingdom Government, through the Ministry of Civil Aviation, will make every effort to take over operation and maintenance of the above described ranges at Northolt and Prestwick as of May 31, 1946, and of the other above described installations as soon as is possible, provided that the United Kingdom Government shall not be under any obligation to operate and maintain any of the said installations unless the United States Government shall have placed them in a serviceable condition, and provided further that the United Kingdom Government shall not be under any obligation to operate simultaneously the range at Northolt and the range to be moved to Heathrow.

5. The United Kingdom Government will continue operation of the above described installations, at present standards of operation and without interruption and, in the case of the radio ranges, at no less than 150 watts power until such time as the aeronautical authorities of the United Kingdom Government after consultation with the United States and other governments concerned determine that the installations may be modified or discontinued.

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<sup>1</sup> TIAS 1509, *ante*, p. 745.

The United Kingdom Government will make periodic flight checks of operation of the installations in accordance with standard practice.

The United Kingdom Government, in consultation with the United States and other countries involved, will give consideration to the operation of a range at Heathrow in lieu of a range at Northolt if experience shows this to be desirable. It is understood that only one range in the London area will be operated.

6. This understanding is entered into without prejudice to transfer, operation, maintenance or installation of any additional aids to civilian aviation which the United States may deem to be desirable in the United Kingdom.

If you will indicate your acceptance of this understanding, I think that we may consider it to be effective as of the date of your acceptance.

Sincerely,

W. A. HARRIMAN

The Rt. Honorable LORD WINSTER, J.P.,  
*Minister of Civil Aviation,*  
*Ariel House, The Strand.*

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*The Minister of Civil Aviation to the American Ambassador*

MINISTRY OF CIVIL AVIATION,  
 ARIEL HOUSE,  
 STRAND,  
 LONDON, W.C.2.  
 31st July, 1946

MY DEAR AMBASSADOR,

I am sorry that my reply has been so long delayed to your letter of 8th May, in regard to the transfer to the United Kingdom Government of certain air navigational and operational facilities which were installed in the United Kingdom by the United States Armed Forces during the war. The subject of the provision or maintenance of such types of navigational aids has recently been under discussion in P.I.C.A.O., particularly at the Regional Conferences which have been held at Dublin and Paris, and I have been anxious that our arrangements should conform to the general agreements that have been reached.

2. For convenience of reference I am attaching copies of the relevant recommendations from the P.I.C.A.O. documents.

3. In general, the position is that the United Kingdom, in common with other countries, have undertaken to retain or install the "P.I.C.A.O. Standard Instrument Landing System" at international airports; and so far as existing radio ranges are concerned, to retain on low power the ranges used for approach purposes at such airports until the latter are equipped with the

P.I.C.A.O. Instrument Landing System and the aircraft concerned are equipped to use it. Accordingly I suggest that the first paragraph in Section 5 of your letter should be re-worded on the following lines:

"The U.K. Government will continue operation of the above described installations in accordance with the requirements of international civil aviation until such time as the aerodromes concerned can be equipped with alternative P.I.C.A.O. Instrument Landing Systems as agreed at the P.I.C.A.O. North Atlantic and European and Mediterranean Regional Conferences in Dublin and Paris. The U.K. Government will make periodic flight checks of operation of the installations in accordance with standard practice."

4. As regards the second paragraph in Section 5, the question of the operation of a range at the London Airport is now under examination in connection with the determination of the system of air traffic control to be operated in the region. If a range at that Airport is found to be desirable, it will be operated in lieu of the range at Northolt. In that event the range at Northolt could be moved and I would suggest that, pending a decision on this matter, the range at Bovingdon should be left in situ. I am asking my technical officers to keep in touch with your Civil Air Attache on this matter.

5. The references in para. 1 (a) and (b) of your letter to the transfer of equipment "to Heathrow" should, of course, be qualified accordingly.

6. Subject to the above, I am very glad to confirm the understanding as set out in your letter.

Yours sincerely,

WINSTER

The Honourable W. A. HARRIMAN,  
*Embassy of the United States of America,  
Grosvenor Square,  
London, S.W.1.*

DOC.D.363  
ATC/D. 60  
24/3/46.

Extract of North Atlantic Route Service Conference, Dublin, 1946.

5.2.8. Requirements at Aerodromes designated as terminals or alternates  
for the North Atlantic:

The Committee has recommended the following:

- 5.2.8.1. That Approach and Aerodrome Controls be maintained or provided at such aerodromes.
- 5.2.8.2. That an instrument landing system as suggested by the COM Committee be a requirement at such aerodromes. This system consists of a runway localizer and glide path transmitter, together

with either 2 or 3 fan markers, or one fan marker and either one or two M/F non-directional radio beacons. The ATC Committee consider, however, that the provision and location of the fan markers or non-directional beacons for air traffic control purposes should be the subject of continuing study with the object of obtaining a standard system.

- 5.2.8.3. That existing M/F radio ranges now available or which may be made available for Approach Control at these Aerodromes should be retained in use until some such system as that described in the preceding paragraph is available, subject to reduction in power and adjustment of frequency where necessary in the European region.

DOC.9.232  
GEN. P. 38  
(corrected)  
24/5/46.

Extract from Report of the P.I.C.A.O. European-Mediterranean Air Navigation Meeting held in Paris between 24th April and 15th May.

3. Radio aids to approach and landing and standardization of methods of approach and landing.

The Conference endorses the recommendations made at the Dublin Conference concerning the adoption as the future international standard of a system equivalent to SCS 51, comprising VHF runway localizer, UHF Glide Path and boundary marker and other marker beacons, with the addition as an optional installation, of one or more low powered L.F./M.F. marker beacons.

In addition the Conference recommends that:

(a) The PICAQ standards I.L.S. should be installed as rapidly as possible at all international airports and that the military version of the standard I.L.S. should be retained where it already exists.

(b) S.B.A. (Lorenz) equipment should be installed or retained at airports used by aircraft not fitted with the airborne equipment of the PICAQ Standard system.

(c) Ground D/F or radio range equipment used for approach and landing purposes, should be installed or retained at airports used by aircraft not fitted with airborne equipment of either S.B.A. or the PICAQ standard system.

(d) V.H.F.D.F. equipment should be installed as soon as possible on the approach lines of international airports.